Amendments to the claims:

1. Cancel

2. Cancel

3. Cancel

4. (Currently amended) ~~The~~ A simplified "T" interchange design ~~of claim 1~~ for an intersection of a four lane expressway with a two lane highway, said interchange design comprising:

a first road surface with traffic moving in a left to right direction, said first road surface having at least two lanes for traffic moving in said left to right direction;

a second road surface for traffic moving in a right to left direction, said second road surface having at least two lanes for traffic moving in said right to left direction;

an open space between said first road surface and said second road surface, said open space substantially forming a median;

a third road surface for traffic intending to intersect said first road surface and said second road surface; said third road surface having at least one lane for traffic moving toward said first road surface and said second road surface; said third road surface having at least one lane for traffic moving away from said first road surface and said second road surface;

a bridge located on said first road surface substantially where said third road surface intersects said first road surface, said bridge configured so that vehicles traveling on said first

road surface pass over said bridge, and above said third road surface; said bridge configured so that vehicles traveling on said third road surface pass under said bridge, and under said first road surface;

an exit ramp from said second road surface onto said median , said exit ramp connecting onto said third road surface;

whereby a "simplified "T' interchange design " is provided that provides many benefits; most importantly, all the hazardous elements of existing expressway "T" intersections are eliminated, the results will be the elimination of all future serious and fatal accidents; also, the new "T" interchange design will be very safe for vehicles passing through the new interchange from any direction as vehicles are never required to cut across lanes of high speed traffic when making transitions between the two lane highway and the four lane expressway; and any vehicles passing in front of one another would at most be traveling at only a few miles an hour, thus, any accidents would be minor; additionally, "on ramps" and "off ramps" can be provided so that vehicle making transitions are able to get up to speed before merging with high speed traffic; also, the new simplified interchange design will not be confusing for vehicles passing through the interchange from any direction even if the interchange is built on a curving expressway, and the interchange would very inexpensive to build when compared to the cost to build a conventional interchange, as the simplified

design for a "T" interchange can built for approximately 20% to 25% of the cost of a traditional interstate interchange thereby saving government transportation departments millions of dollars, additionally, the simplified "T" interchange design may only take up 20% to 25% of the space of a conventional expressway freeway interchange, thereby saving money and land for other uses.

5. (Currently amended) The simplified "T" interchange design of claim 4 including an on ramp connecting from said third road surface, passing through said median, and connecting onto said second road surface.

6. (Previously amended) A simplified "T" interchange design for an intersection of a four lane expressway with a two lane highway, said interchange design comprising:

a first road surface with traffic moving in a left to right direction, said first road surface having at least two lanes for traffic moving in the left to right direction;

a second road surface for traffic moving in a right to left direction, said second road surface having at least two lanes for traffic moving in the right to left direction;

an open space between said first road surface and said second road surface, said open space substantially forming a median;

a third road surface for traffic intending to intersect said

first road surface and said second road surface; said third road surface having at least one lane for traffic moving toward said first road surface and said second road surface; said third road surface having at least one lane for traffic moving away from said first road surface and said second road surface;

a bridge located on said third road surface substantially where said third road surface intersects said first road surface, said bridge configured so that vehicles traveling on said first road surface pass under said bridge, and, under said third road surface, said bridge configured so that vehicles traveling on said third road surface pass over said bridge, and over said first road surface;

whereby a "simplified "T' interchange design " is provided that provides many benefits; most importantly, all the hazardous elements of existing expressway "T" intersections are eliminated, the results will be the elimination of all future serious and fatal accidents; also, the new "T" interchange design will be very safe for vehicles passing through the new interchange from any direction as vehicles are never required to cut across lanes of high speed traffic when making transitions between the two lane highway and the four lane expressway; and any vehicles passing in front of one another would at most be traveling at only a few miles an hour, thus, any accidents would be minor; additionally, "on ramps" and "off ramps" can be provided so that vehicle making

transitions are able to get up to speed before merging with high speed traffic; also, the new simplified interchange design will not be confusing for vehicles passing through the interchange from any direction even if the interchange is built on a curving expressway, and the interchange would very inexpensive to build when compared to the cost to build a conventional interchange, as the simplified design for a "T" interchange can built for approximately 20% to 25% of the cost of a traditional interstate interchange thereby saving government transportation departments millions of dollars, additionally, the simplified "T" interchange design may only take up 20% to 25% of the space of a conventional expressway freeway interchange, thereby saving money and land for other uses.

7. (previously amended) The simplified "T" interchange design of claim 6 including an exit ramp from said first road surface connecting onto said third road surface.

8. (previously amended) The simplified "T" interchange design of claim 6 including an exit ramp from said third road surface connecting onto said first road surface.

9. (previously amended) The simplified "T" interchange design of claim 6 including an exit ramp from said second road surface onto said median, said exit ramp connecting onto said third road

surface.

10. (previously amended) The simplified "T" interchange design of claim 6 including an on ramp connecting from said third road surface, passing through said median, and connecting onto said second road surface.

11. (previously submitted) A simplified "T" interchange design for an intersection of a four lane expressway with a two lane highway, said interchange design comprising:

a first road surface with traffic moving in a left to right direction, said first road surface having at least two lanes for traffic moving in said left to right direction,

a second road surface for traffic moving in a right to left direction, said second road surface having at least two lanes for traffic moving in said right to left direction ,

an open space between said first road surface and said second road surface, said open space substantially forming a median;

a third road surface for traffic intending to intersect said first road surface and said second road surface; said third road surface having at least one lane for traffic moving toward said first road surface and said second road surface; said third road surface having at least one lane for traffic moving away from said first road surface and said second road surface;

a bridge located on said first road surface substantially where said third road surface intersects said first road surface, said bridge configured so that vehicles traveling on said first road surface pass over said bridge, and over said third road surface; said bridge configured so that vehicles traveling on said third road surface pass under said bridge, and under said first road surface;

an exit ramp from said second road surface onto said median , said exit ramp connecting onto said third road surface;

an on ramp connecting from said third road surface, passing through said median, and connecting onto said second road surface;

whereby a "simplified "T' interchange design " is provided that provides many benefits; most importantly, all the hazardous elements of existing expressway "T" intersections are eliminated, the results will be the elimination of all future serious and fatal accidents; also, the new "T" interchange design will be very safe for vehicles passing through the new interchange from any direction as vehicles are never required to cut across lanes of high speed traffic when making transitions between the two lane highway and the four lane expressway; and any vehicles passing in front of one another would at most be traveling at only a few miles an hour, thus, any accidents would be minor; additionally, "on ramps" and "off ramps" can be provided so that vehicle making transitions are able to get up to speed before merging with high

speed traffic; also, the new simplified interchange design will not be confusing for vehicles passing through the interchange from any direction even if the interchange is built on a curving expressway, and the interchange would very inexpensive to build when compared to the cost to build a conventional interchange, as the simplified design for a "T" interchange can built for approximately 20% to 25% of the cost of a traditional interstate interchange thereby saving government transportation departments millions of dollars, additionally, the simplified "T" interchange design may only take up 20% to 25% of the space of a conventional expressway freeway interchange, thereby saving money and land for other uses.

12. (Previously submitted) The simplified "T" interchange design of claim 11 including an exit ramp from said first road surface connecting onto said third road surface.

13. (Previously submitted) The simplified "T" interchange design of claim 11 including an exit ramp from said third road surface connecting onto said first road surface.

14. (Currently amended) The simplified "T" interchange design of claim 11 including a traffic signal <u>,or stop sign</u> at the end of said third road surface substantially where said third road surface meets said second road surface.

15. (Currently amended) The simplified "T" interchange design of claim 11 including a traffic signal ,or stop sign at the end of said exit ramp substantially where said exit ramp from said second road surface meets said third road surface.

16. (Cancel)

17. (Previously submitted) The simplified "T" interchange design of claim 11 including an "up ramp" on said first surface originating at the ground level of said interchange location, said "up ramp" rising to meet the top of said bride; and, a "down ramp" originating at said top of said bridge, said "down ramp" terminating at said ground level of said interchange location.

18. (Currently amended) The simplified "T" interchange design of claim 11 wherein said bridge is an arched bridge with Brownstone color & texture that is similar to native brownstone located Bayfield County Wisconsin;

thereby providing a design that would ~~be very attractive and could~~ be a land mark and ~~could be referred to as~~ "a gateway" to the local national park and Apostle Islands; additionally an arched brownstone bridge could be designed to look as if it were built hundreds or even a thousand years ago similar to Roman Bridges built in Europe more than a thousand years ago.

19. (Cancel)

20. (cancel)

21. (New) The simplified "T" interchange design of claim 4 including a traffic signal ,or stop sign at the end of said third road surface substantially where said third road surface meets said second road surface.

22. (new) The simplified "T" interchange design of claim 4 including a traffic signal ,or stop sign at the end of said exit ramp substantially where said exit ramp from said second road surface meets said third road surface.

23. (New) The simplified "T" interchange design of claim 4 including an exit ramp from said first road surface connecting onto said third road surface.

24. (new) The simplified "T" interchange design of claim 4 including an exit ramp from said third road surface connecting onto said first road surface.

25. (New) The simplified "T" interchange design of claim 4

including an "up ramp" on said first surface originating at the ground level of said interchange location, said "up ramp" rising to meet the top of said bride; and, a "down ramp" originating at said top of said bridge, said "down ramp" terminating at said ground level of said interchange location.

26. (New) The simplified "T" interchange design of claim 6 including a traffic signal ,or stop sign at the end of said third road surface substantially where said third road surface meets said second road surface; and

a traffic signal ,or stop sign at the end of said exit ramp substantially where said exit ramp from said second road surface meets said third road surface.